

OUTLOOK  
FOR **U.S.**



**GasBuddy**<sup>®</sup>  
A PDI Company

**FUEL PRICE OUTLOOK**

**2024**

**NEW FOR 2024:  
EV TRANSITION  
OUTLOOK**

# About Our Annual Outlook

Accuracy, reliability, and neutrality are GasBuddy's mission when price forecasting, and it's achieved with the independent analysis featured in this 2024 Fuel Price Outlook.

Note that this outlook is not indicative of what will happen but rather what we believe could happen given specific inputs, potential impacts on production, as well as supply and demand.

Additionally, as the world continues to navigate situations like the Russian invasion of Ukraine and violence in the Middle East, an elevated level of uncertainty remains, making an accurate forecast very challenging. These situations, as well as the fluid state of the global economy, fiscal policy by central banks to tame inflation, as well as potential interest rate cuts could alter the direction of the economy, shifting fundamentals in significant ways.

Fuel markets are complex. This analysis is intended to take current factors and speculate on how today's events may impact gasoline prices in the future. GasBuddy works to make these forecasts as reliable as possible and to be understood by anyone with little to no background in oil and petroleum markets or economics.



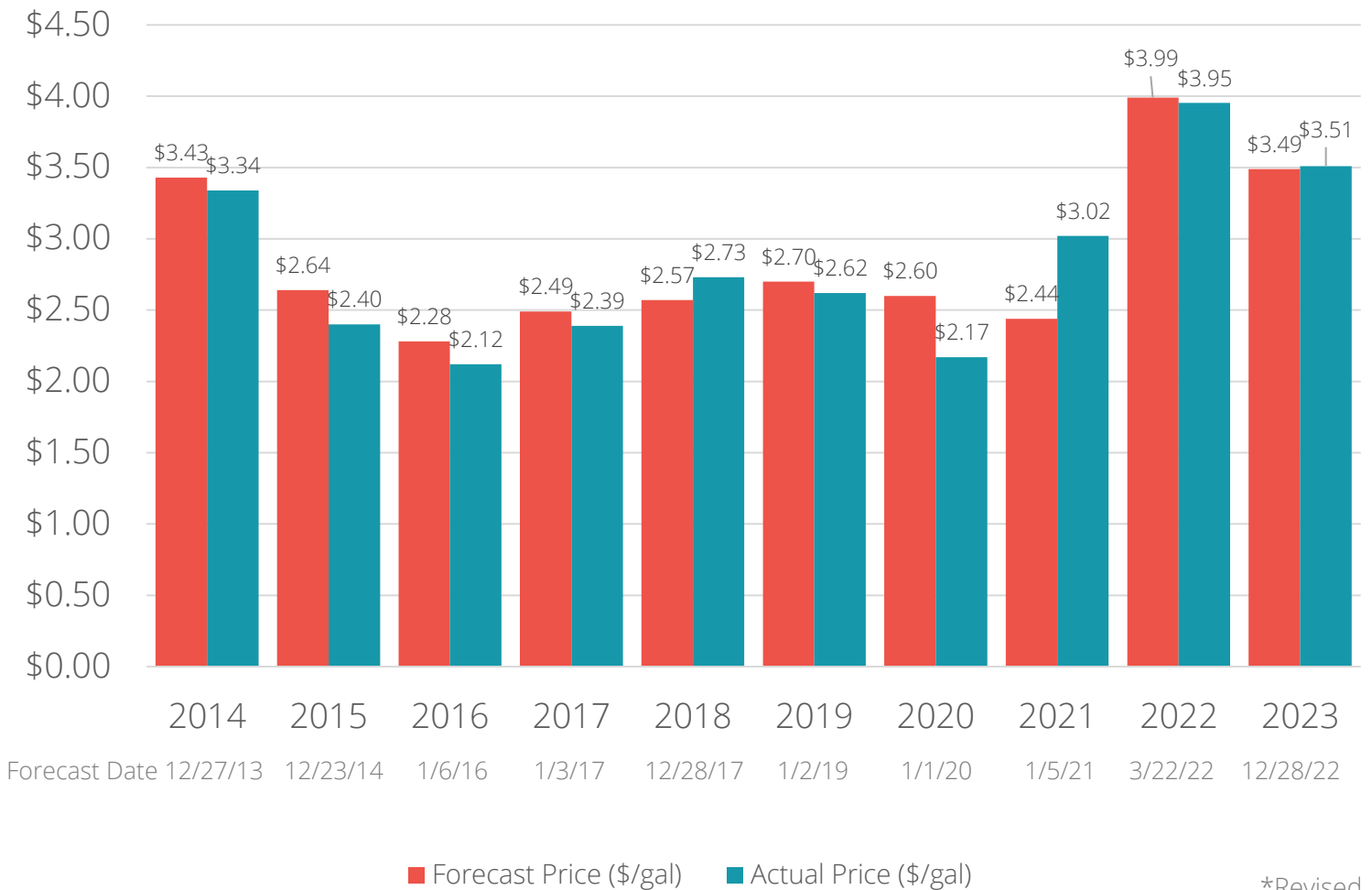
## Outlook assembled by

**Patrick De Haan**, head of petroleum analysis, has been called one of the most accurate fuel forecasters in the U.S. by the *San Jose Mercury News* and has been analyzing fuel prices and trends for nearly two decades. He provided expertise to various authorities during Hurricanes Harvey and Irma and is regularly cited in U.S. periodicals and news broadcasts for his knowledge on various topics, including oil, fuel prices, motor fuel taxation, pipelines, and retail operations.

# GasBuddy Fuel Price Outlook Accuracy

To provide transparency about the accuracy of our Fuel Price Outlook, included are the outcomes of prior forecasts. GasBuddy’s 2023 forecast saw a second straight record for the lowest margin for error since we began our forecasts in 2012, with a margin of error of 0.57%. Our original Outlook was released December 28, 2012, projecting prices as far out as 368 days once it was publicly released. Since 2012, GasBuddy’s forecast has been above the actual outcome eight of eleven years, with three years (2018, 2021, and 2023) in which the forecast was lower than the actual outcome. 2023 saw the lowest margin of error of any yearly outlook issued by GasBuddy, even with continued volatility in energy prices due to sanctions on Russia, economic uncertainty as global interest rates were raised significantly, and as Hamas led an attack on Israel.

GasBuddy Yearly Fuel Price Outlook, Forecast vs. Actual



# GASOLINE FORECAST

## 2024 Gasoline Forecast

Gasoline – Page 1

### National Average

	Range of Possible	Average
January	\$2.84 - \$3.37	<b>\$3.11</b>
February	\$2.96 - \$3.43	<b>\$3.20</b>
March	\$3.19 - \$3.58	<b>\$3.39</b>
April	\$3.37 - \$3.67	<b>\$3.52</b>
May	\$3.44 - \$3.89	<b>\$3.67</b>
June	\$3.41 - \$3.82	<b>\$3.62</b>
July	\$3.32 - \$3.74	<b>\$3.53</b>
August	\$3.28 - \$3.92	<b>\$3.60</b>
September	\$3.24 - \$3.67	<b>\$3.46</b>
October	\$3.16 - \$3.52	<b>\$3.34</b>
November	\$2.99 - \$3.31	<b>\$3.15</b>
December	\$2.81 - \$3.16	<b>\$2.99</b>
<b>Yearly U.S. Average</b>		<b>\$3.38</b>



The above table reflects the predicted U.S. national average by month. Individual states will vary based on their location and taxes. California, for example, tends to be considerably higher than average while states like Texas and Oklahoma are considerably lower. Numbers reflect the lowest and highest likely daily national average price in the given month, with the predicted monthly average in bold. (\$/gal)

## 2024 Gasoline Forecast: Select Holidays

### National Average

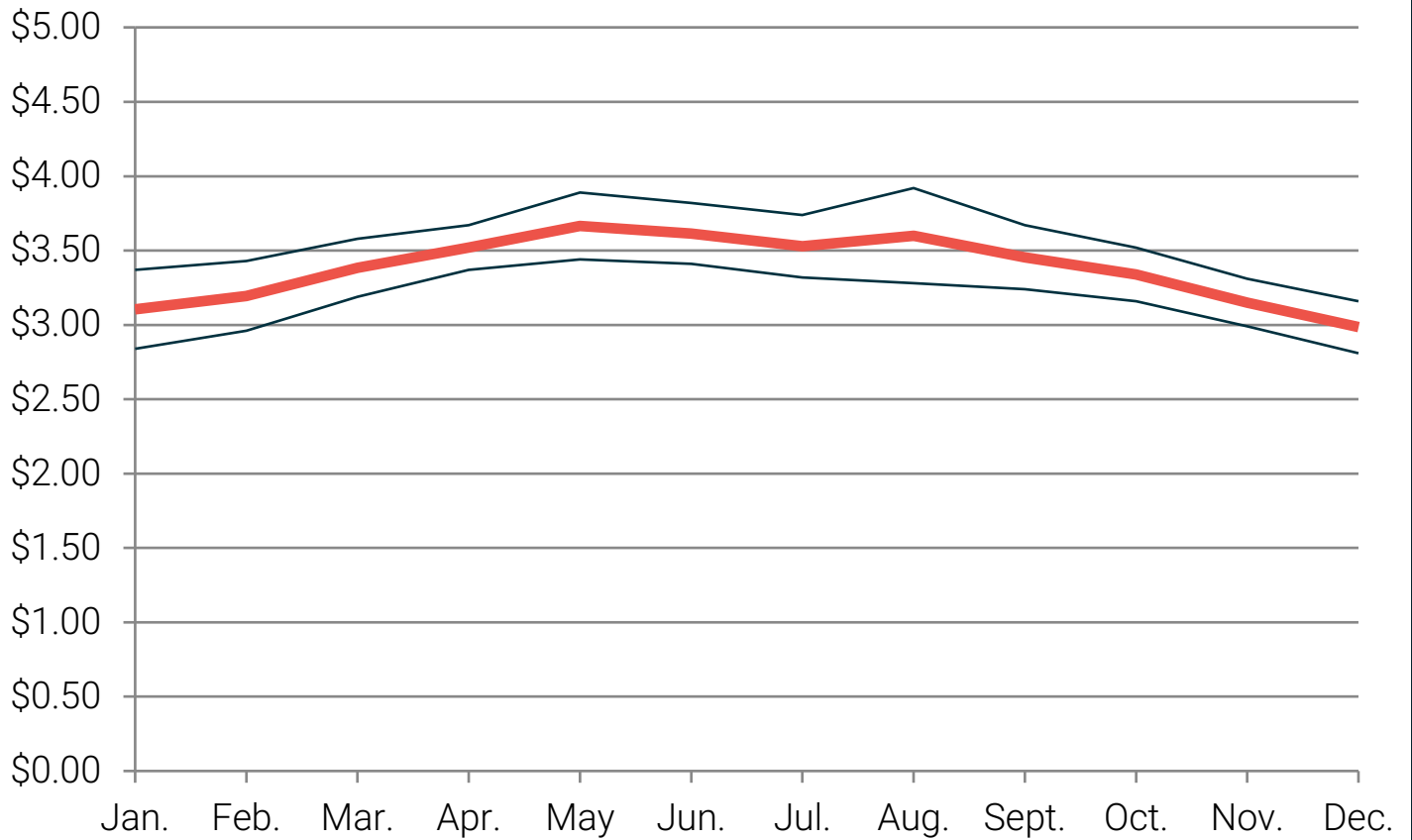
	Range of Possible	Confidence Level
New Year's Day	\$2.96 - \$3.14	<b>95%</b>
Martin Luther King, Jr. Day	\$2.93 - \$3.22	<b>90%</b>
President's Day	\$3.04 - \$3.28	<b>85%</b>
Easter	\$3.37 - \$3.67	<b>85%</b>
Memorial Day	\$3.56 - \$4.04	<b>75%</b>
July Fourth	\$3.39 - \$3.72	<b>80%</b>
Labor Day	\$3.32 - \$3.63	<b>60%</b>
Columbus Day	\$3.28 - \$3.46	<b>65%</b>
Halloween	\$3.21 - \$3.39	<b>70%</b>
Veterans Day	\$3.16 - \$3.34	<b>75%</b>
Thanksgiving	\$2.99 - \$3.27	<b>75%</b>
Christmas	\$2.83 - \$3.16	<b>75%</b>



The above table reflects the predicted U.S. national average by month. Individual states will vary based on their location and taxes. California, for example, tends to be considerably higher than average while states like Texas and Oklahoma are considerably lower. Numbers reflect the lowest and highest likely daily national average price in the given month, with the predicted monthly average in bold. (\$/gal)

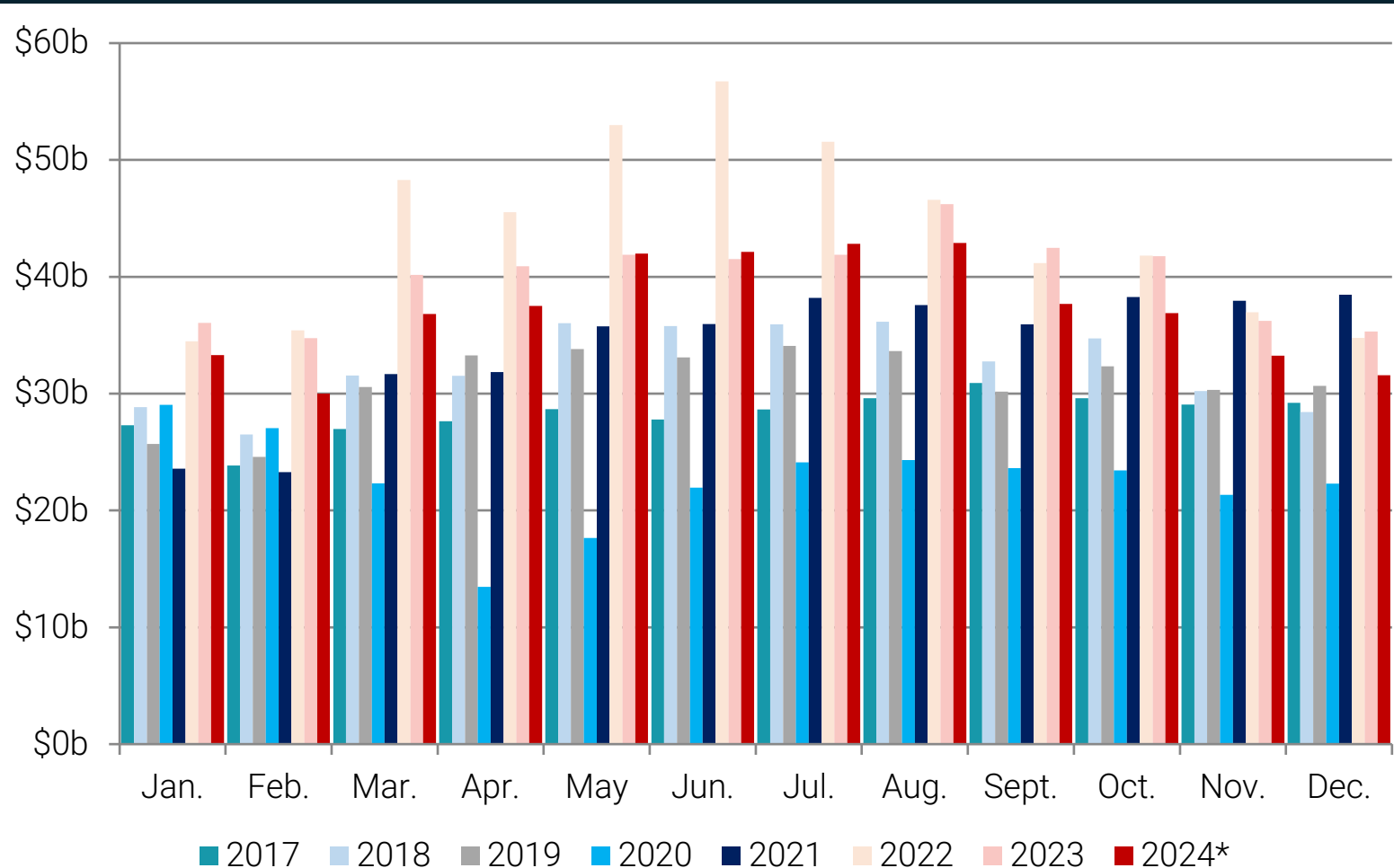
# 2024 Gasoline Forecast

## National Average



# 2024 Gasoline Forecast

**Monthly Spending on Gasoline 2017-2023, 2024\***  
 (\*projected, in billions)



**2024\* Total U.S. Gasoline Spending: \$446.9 billion**

2023 Total U.S. Gasoline Spending: \$479.2 billion

2022 Total U.S. Gasoline Spending: \$526.3 billion

2021 Total U.S. Gasoline Spending: \$408.4 billion

2020 Total U.S. Gasoline Spending: \$280.0 billion

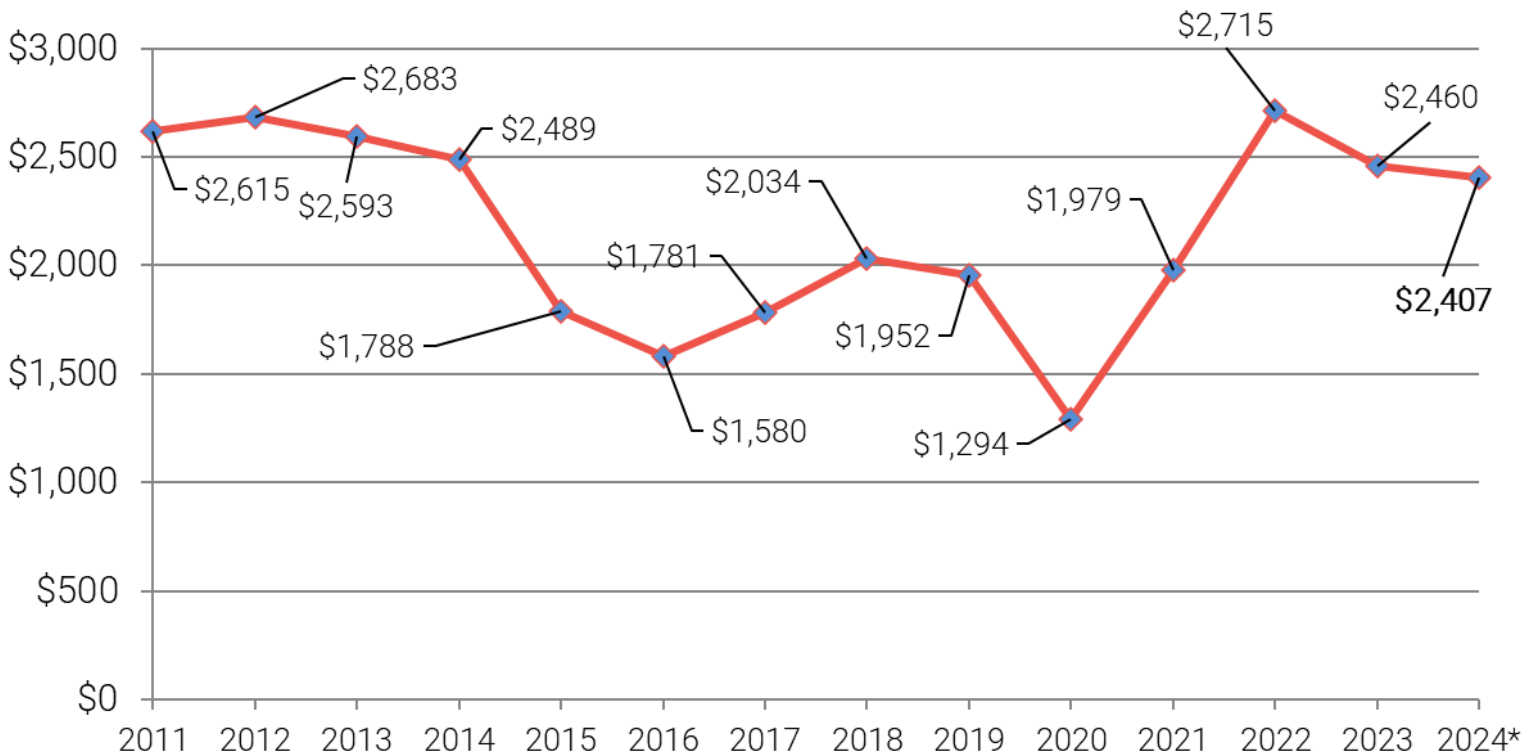
2019 Total U.S. Gasoline Spending: \$372.2 billion

2018 Total U.S. Gasoline Spending: \$388.5 billion

2017 Total U.S. Gasoline Spending: \$339.2 billion

## 2024 Gasoline Forecast

### Yearly Household Spending on Gasoline (\*projected)



#### **2024\* Average Household Gasoline Spending: \$2,407**

2023 Average Household Gasoline Spending: \$2,460

2022 Average Household Gasoline Spending: \$2,715

2021 Average Household Gasoline Spending: \$1,979

2020 Average Household Gasoline Spending: \$1,294

2019 Average Household Gasoline Spending: \$1,952

2018 Average Household Gasoline Spending: \$2,034

2017 Average Household Gasoline Spending: \$1,781



# GASOLINE FORECAST

## Highest Daily Average Gas Price, Select Cities: 2024

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	Highest Daily Average
Atlanta	\$3.55 - \$3.95
Boston	\$3.65 - \$4.05
Chicago	\$4.30 - \$4.85
Cleveland	\$3.55 - \$3.95
Dallas/Ft. Worth	\$3.45 - \$3.85
Denver	\$3.95 - \$4.45
Detroit	\$3.75 - \$4.15
Houston	\$3.35 - \$3.75
Los Angeles	\$5.55 - \$6.35
Miami	\$3.75 - \$4.25
Minneapolis	\$3.90 - \$4.25
New York City	\$3.85 - \$4.35
Orlando	\$3.70 - \$4.15
Philadelphia	\$3.80 - \$4.25
Phoenix	\$4.45 - \$5.05
Sacramento	\$5.35 - \$5.85
San Francisco	\$5.70 - \$6.25
Seattle	\$4.90 - \$5.25
St. Louis	\$3.75 - \$4.15
Tampa	\$3.65 - \$4.10
Washington, DC	\$3.90 - \$4.30



Prices represent possible peak average daily gas price by city for select U.S. cities

# GASOLINE FORECAST

## Yearly State Average: 2024

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State	2024 Average (\$/gal)		
Alabama	\$2.93-\$3.23	Montana	\$3.33-\$3.67
Alaska	\$3.84-\$4.23	Nebraska	\$3.16-\$3.49
Arizona	\$3.79-\$4.18	Nevada	\$3.76-\$4.17
Arkansas	\$2.92-\$3.22	New Hampshire	\$3.21-\$3.53
California	\$4.26-\$4.65	New Jersey	\$3.20-\$3.54
Colorado	\$3.38-\$3.72	New Mexico	\$3.22-\$3.54
Connecticut	\$3.27-\$3.61	New York	\$3.41-\$3.76
Delaware	\$3.15-\$3.47	North Carolina	\$3.08-\$3.40
Florida	\$3.19-\$3.51	North Dakota	\$3.20-\$3.52
Georgia	\$3.10-\$3.41	Ohio	\$3.14-\$3.46
Hawaii	\$4.29-\$4.82	Oklahoma	\$2.93-\$3.23
Idaho	\$3.55-\$3.91	Oregon	\$3.98-\$4.39
Illinois	\$3.53-\$3.89	Pennsylvania	\$3.48-\$3.84
Indiana	\$3.23-\$3.56	Rhode Island	\$3.25-\$3.58
Iowa	\$3.14-\$3.46	South Carolina	\$2.95-\$3.25
Kansas	\$3.04-\$3.36	South Dakota	\$3.20-\$3.52
Kentucky	\$3.04-\$3.35	Tennessee	\$2.95-\$3.26
Louisiana	\$2.89-\$3.19	Texas	\$2.88-\$3.18
Maine	\$3.33-\$3.67	Utah	\$3.56-\$3.93
Maryland	\$3.23-\$3.56	Vermont	\$3.35-\$3.70
Massachusetts	\$3.26-\$3.59	Virginia	\$3.14-\$3.46
Michigan	\$3.26-\$3.60	Washington	\$4.06-\$4.42
Minnesota	\$3.22-\$3.55	West Virginia	\$3.18-\$3.51
Mississippi	\$2.81-\$3.10	Wisconsin	\$3.12-\$3.44
Missouri	\$3.02-\$3.33	Wyoming	\$3.27-\$3.60

# Forecasting Volatility

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Unless something out of the ordinary or catastrophic occurs, little thought is given to the process by which gasoline arrives at our neighborhood convenience stores and gas stations. It is often assumed that gasoline is always available whenever we need it. Most of us pay little attention to the fuel we rely on until prices at the pump surprise us. Events like major hurricanes, power outages, and refinery or pipeline outages all remind us that gasoline is very much a “just-in-time” commodity.

When we take a closer look, we see that volatility is built into the price we pay at the pump because many components, both globally and locally, have a hand in pressing those prices higher and/or lower. These components include the time of year and the federal regulations that dictate whether “summer blend” gasoline must be available (June 1 through September 15 in much of the U.S.) or “winter blend” (the remainder of the year in most areas), and how much; the strength of global economies; the relative value of major currencies; crude oil prices; supply and demand of oil and gasoline; refinery operations; pipeline logistics; state and local taxes; weather; OPEC policy; and, last but not least, politics.

In the year ahead, as events like Covid and Russia’s war on Ukraine continue to fade into the rear view, there are new challenges that will lead to another year with high levels of uncertainty. The global economy has seen slowing growth as central banks have raised interest rates significantly. While the Federal Reserve has suggested it may begin to cut interest rates in the year ahead, if the economy slows more than expected, there could be downside risk to our outlook. If rates are cut too quickly, there could be upside risk to our outlook as consumers increase spending.

Gasoline is a product derived from crude oil, and retail gasoline prices are largely tied to the fluctuating price of crude oil and downstream logistics as well as the overall balance between supply and demand. Post-Covid, the refining sector has been permanently changed with shutdowns that have limited our ability to produce as much gasoline, diesel, and jet fuel. While U.S. refining capacity has been diminished due to Covid and other events, global refining capacity continues to recover, likely helping to ease the decline in U.S. supply. New additions to global refining will come online in 2024.

Gasoline prices are also subject to seasonal increases and decreases tied directly to both refinery maintenance season (spring and fall) and the Clean Air Act, which has been slowly eliminating some pollutants from fuels.

*Continued on the next page*

# Forecasting Volatility

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The purpose of these regulations is to reduce smog and pollution, especially in large metro areas across the U.S. during the peak summer driving season. The transition from “winter blend” to “summer blend” gasoline that takes place as refiners perform seasonal maintenance results in a reduction in the amount of gasoline produced. This kicks off an upward trend in gas prices that starts in February or March and lasts through late May or early June. The associated rise in gas prices has been 35 to 85 cents per gallon on average over the last ten years. In addition, Denver will begin a requirement to shift to more stringent reformulated gasoline for the summer, posing an upside risk to prices.

This transition also results in a rise in retail pricing that arrives every spring as refineries deplete their inventory of winter blend prior to the annual maintenance needed before they can begin production (in March and April) of the more expensive summer blend.

Unpredictability results from the unscheduled obstacles that refineries may encounter. In areas such as the West Coast, where gasoline is produced by a small number of dominant refineries, motorists are most susceptible to severe price spikes, triggered when local refineries hit unexpected snafus (even brief ones), especially during a time of year when refineries are transitioning to a larger slate of localized blends. In addition, pipelines that carry refined fuels have had unexpected shutdowns in recent years that may also affect the price of fuels and delivery of fuels at the retail level to areas like Arizona, which have been experiencing population booms, making it hard for supply to keep up with demand.

Weather also always represents a potential threat. Hurricanes Harvey in 2017 and Irma in 2021 prompted widespread fuel disruptions and shortages in Louisiana, Texas, and Florida. The impact was felt in every corner of the country due to the amount of gasoline production that was shut down after tremendous amounts of rain fell on two of the nation’s largest oil-producing and refining states. Gasoline inventories plummeted and it took months to recover. There is no national emergency gasoline supply, and significant events have the potential to challenge both fuel supply and prices. As more extreme weather events impact infrastructure, there will likely be “hotspots” in local or regional prices as supply or demand can quickly shift unexpectedly.

With fewer refineries operating in recent years, motorists are faced with a smaller margin of error and less breathing room should a major outage, weather event, or pipeline issue constrain supply. These types of outages occurred in 2023 in Arizona and California, and in the Corn Belt in late summer, driving gasoline prices up significantly and quickly.

## 2024 Diesel Forecast

### National Average

	Range of Possible	Average
January	\$3.75 - \$4.39	<b>\$4.07</b>
February	\$3.88 - \$4.51	<b>\$4.20</b>
March	\$3.83 - \$4.43	<b>\$4.13</b>
April	\$3.78 - \$4.36	<b>\$4.07</b>
May	\$3.71 - \$4.24	<b>\$3.98</b>
June	\$3.66 - \$4.17	<b>\$3.92</b>
July	\$3.58 - \$4.13	<b>\$3.86</b>
August	\$3.51 - \$4.03	<b>\$3.77</b>
September	\$3.47 - \$3.93	<b>\$3.70</b>
October	\$3.43 - \$3.88	<b>\$3.66</b>
November	\$3.38 - \$3.83	<b>\$3.61</b>
December	\$3.31 - \$3.76	<b>\$3.54</b>
<b>Yearly U.S. Average</b>		<b>\$3.87</b>

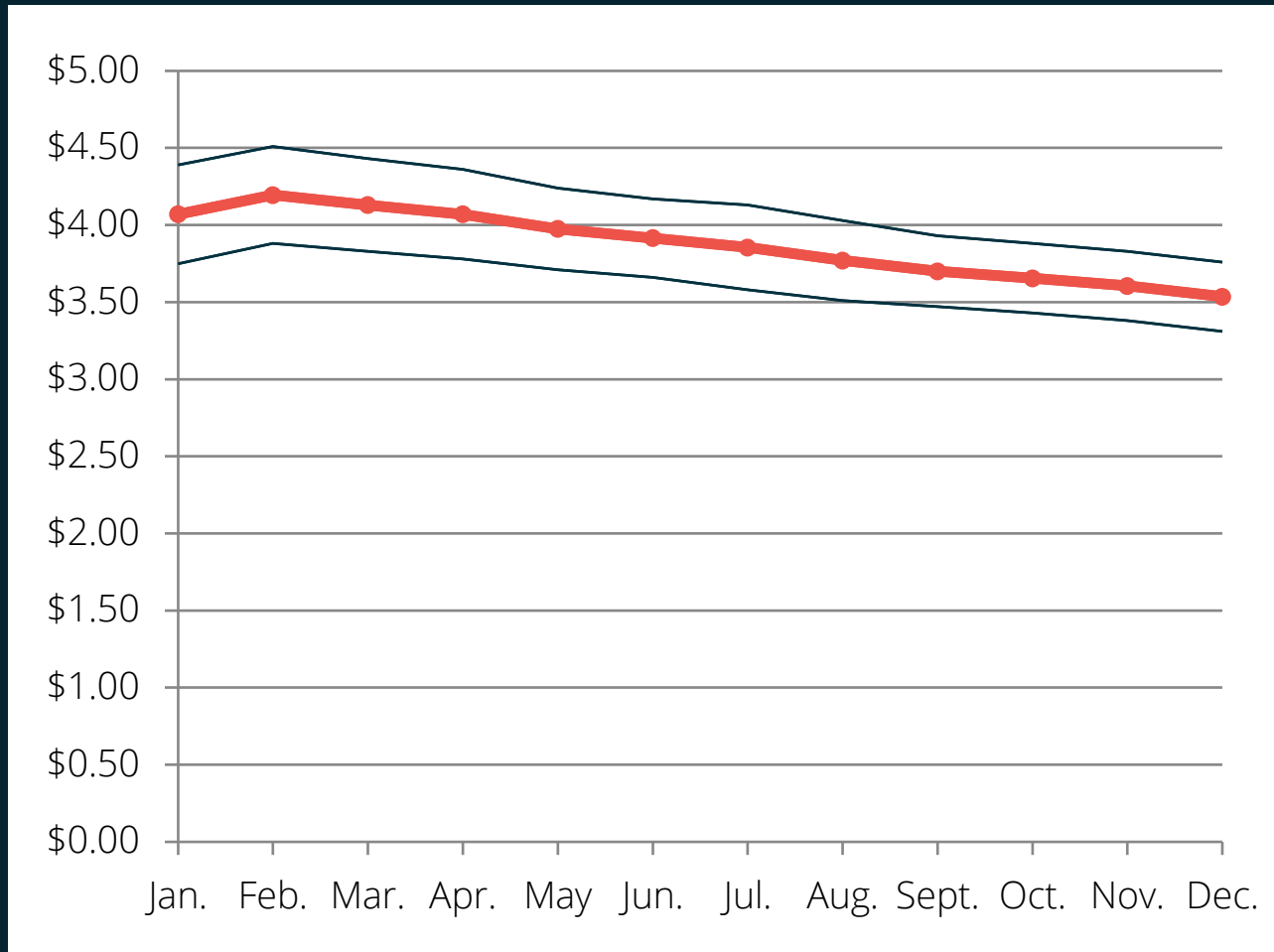


The above table reflects the predicted U.S. national average. Individual states will vary based on their location and taxes. California, for example, tends to be considerably higher than average, while states like Texas and Oklahoma are considerably lower.

Numbers reflect the lowest and highest likely daily national average price in the given month, with the predicted monthly average in bold. (\$/gal)

# 2024 Diesel Forecast

## National Average (Diesel)

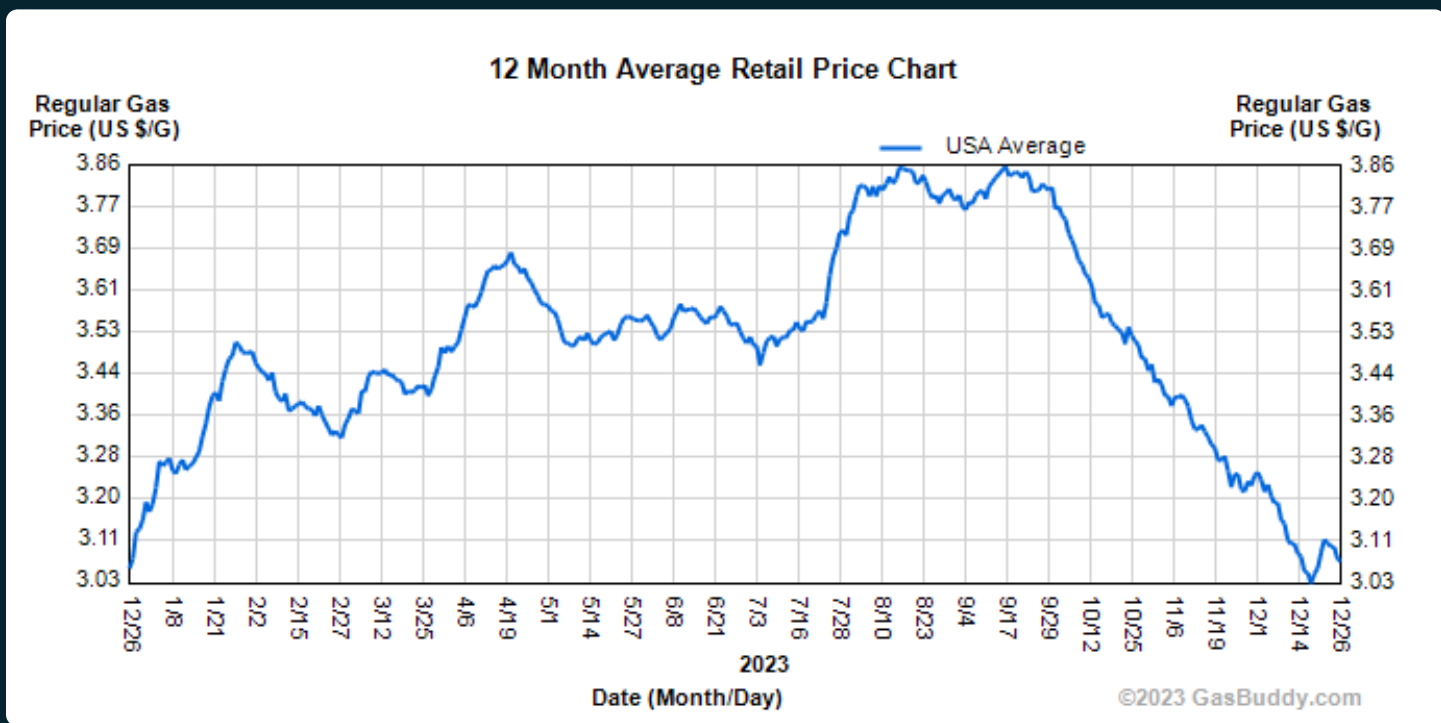


*This chart reflects the forecast range of national averages by month, with the monthly average shown as the red line. (\$/gal)*



# 2024 Fuel Outlook Commentary

2023 has seen inflation start to slow as the U.S. Federal Reserve took an aggressive path, raising interest rates four times, helping to slow the economy down and to reign in rising costs, especially as the price of energy skyrocketed in 2022 due to Russia’s war on Ukraine. While inflation has slowed significantly and some disinflation has hit energy prices, the Fed will likely turn its attention to the mythical “gentle landing”-much spoken of, but in practice, a very challenging feat. The Fed has teased 2024 as potentially bringing several interest rate cuts as energy prices return to some level of



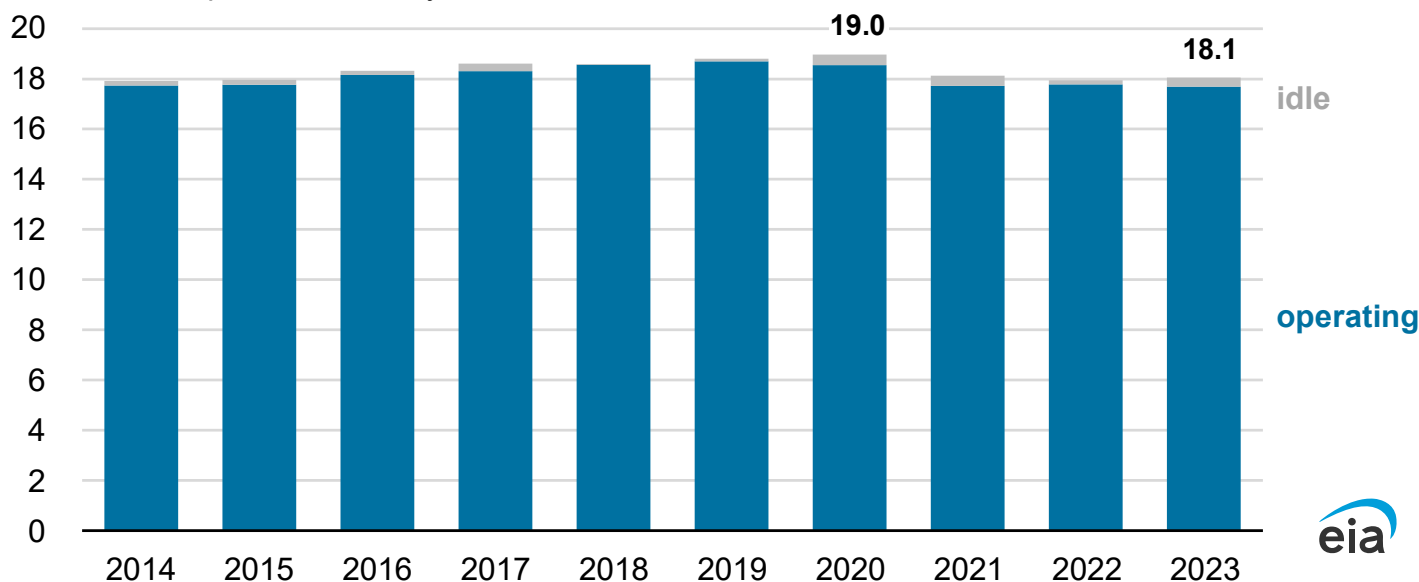
normalcy in 2024, with the yearly national average dropping nearly 50 cents from 2023. GasBuddy expects further improvement in the price of gasoline and diesel, but with external factors, the Fed could easily overcompensate one way or another. Such a delicate situation leads to higher risk of deviation from our expectations. However, continued improvement in global refinery capacity will continue to offset the risk of a rapid recovery in the U.S. economy. While U.S.-based refining capacity has not seen a robust rise, it has seen incremental improvements, while the transition to electric vehicles will weigh on demand, creating breathing room for markets. New additions to refining capacity will also continue to improve global refining capacity in 2024, leading to less risk as we progress into the year.

# 2024 Fuel Outlook Commentary

However, while global refinery capacity has improved, robust growth in the global economy could pose a rising risk, gobbling up the newly added capacity. While the U.S. economy rapidly expanding in 2024 is less of a concern, we must primarily watch emerging markets for pace of growth that poses a risk to global refined product prices. In addition, recent attacks by Houthi militants in the Red Sea pose a potential risk to observe in 2024.

## U.S. annual atmospheric crude oil distillation capacity (2014–2023)

million barrels per calendar day as of Jan 1



If the attacks spread to more shipments, insurance carriers may require either expensive and time-consuming reroutes around the Red Sea, or more ships could be seized, impairing the global shipping network of crucial shipments of crude oil or refined products. Geopolitical risks will continue to be significant in 2024. However, with the situation in Israel, many countries have acted to foster diplomacy, pressuring both Hamas and Israel into temporary ceasefires that reduce risk of disrupting global oil markets. Such risk will likely be slowly and partially mitigated as we progress through the year. Electric vehicle sales continue to represent a growing percentage of all vehicle sales, reducing gasoline consumption slowly but gradually.

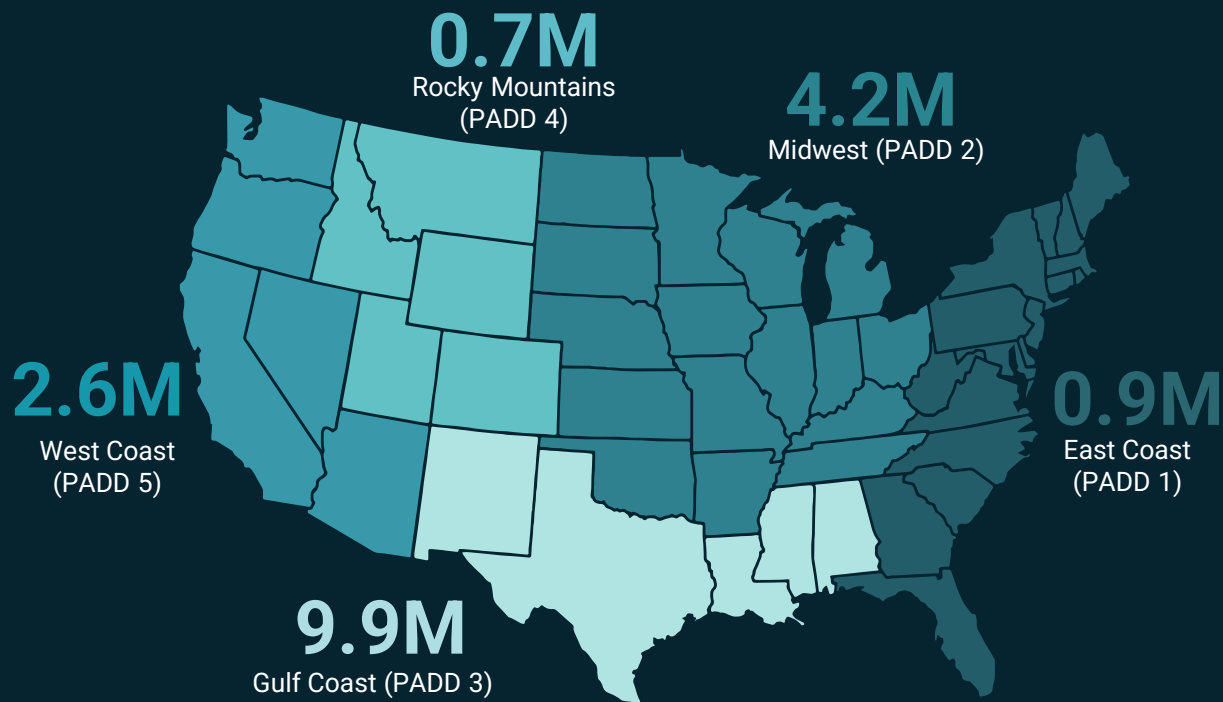


# 2024 Fuel Outlook Commentary

The East Coast remains highly susceptible to outages and geopolitical disruptions, relying on just 878,000 barrels of refining capacity, as much of its fuel is imported from Canada or international markets. Russia’s continued war on Ukraine means the upper Northeast markets must compete with Europe for products in the international market, whereas the Southeast U.S. is supplied by major pipelines connecting to Gulf-based refineries. With the possibility of Irving Oil selling its large Saint John, NB refinery, there could be repercussions for the Northeastern market.

## U.S atmospheric crude distillation capacity by region (2023)

million barrels per calendar day



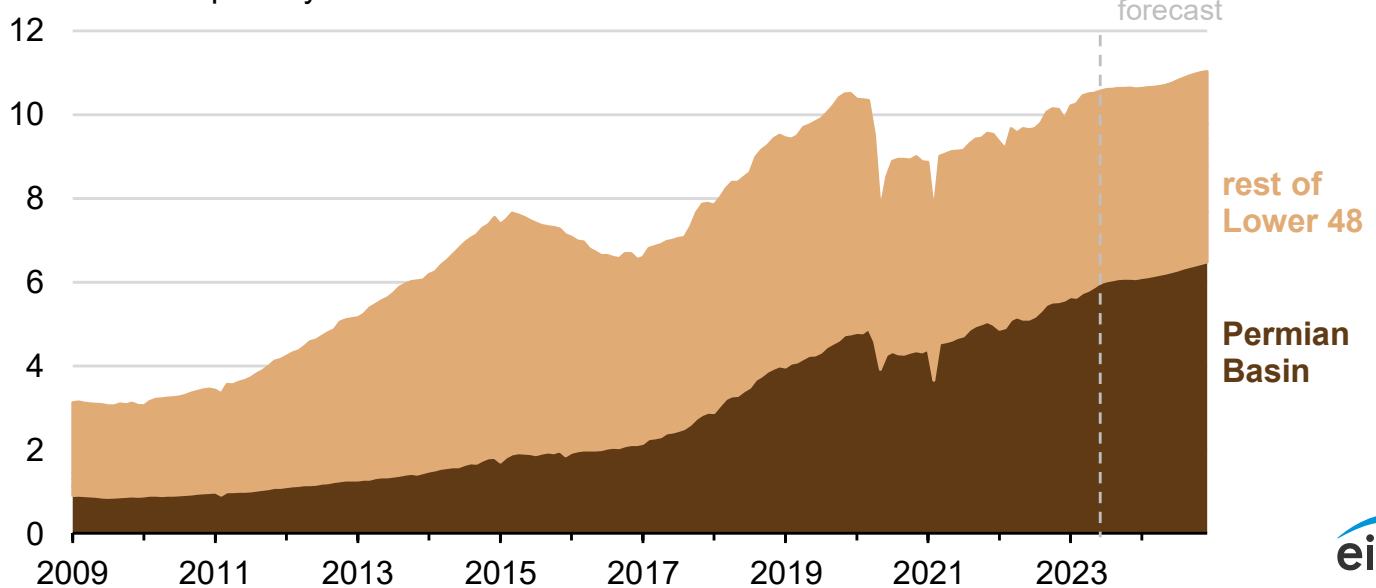
The Gulf Coast saw an increase of nearly 300,000 barrels a day of refining capacity thanks to ExxonMobil’s Beaumont refinery expansion, which came online in early 2023, adding 250,000 barrels of refining capacity. Other good news came for the Gulf Coast when LyondellBasell announced in May a delay in closing its 268,000 barrel per day refinery until 2025. Another project to keep a close eye on is Trans Mountain’s TMX pipeline in Canada, a project to bring crude oil from Alberta to the Pacific Coast. Slated for completion in 2024 and startup by mid-2024, the project could greatly shift the dynamics for Canadian crude oil, boosting prices of heavy sour crude oil by giving global buyers access to the crude.

# 2024 Fuel Outlook Commentary

U.S. oil production again reached record-setting levels in 2023, as U.S. oil producers continued slowly raising output as oil prices remained conducive to bringing online additional production. In addition, U.S. oil production benefitted from OPEC+, Saudi Arabia, and Russian oil production cuts, opening the door to the U.S. taking market share from the group. While the growth in U.S. oil production is unlikely to repeat in 2024, we expect continued increases in output to set additional records in 2024.

**Monthly U.S. Lower 48 states crude oil production (Jan 2009–Dec 2024)**

million barrels per day



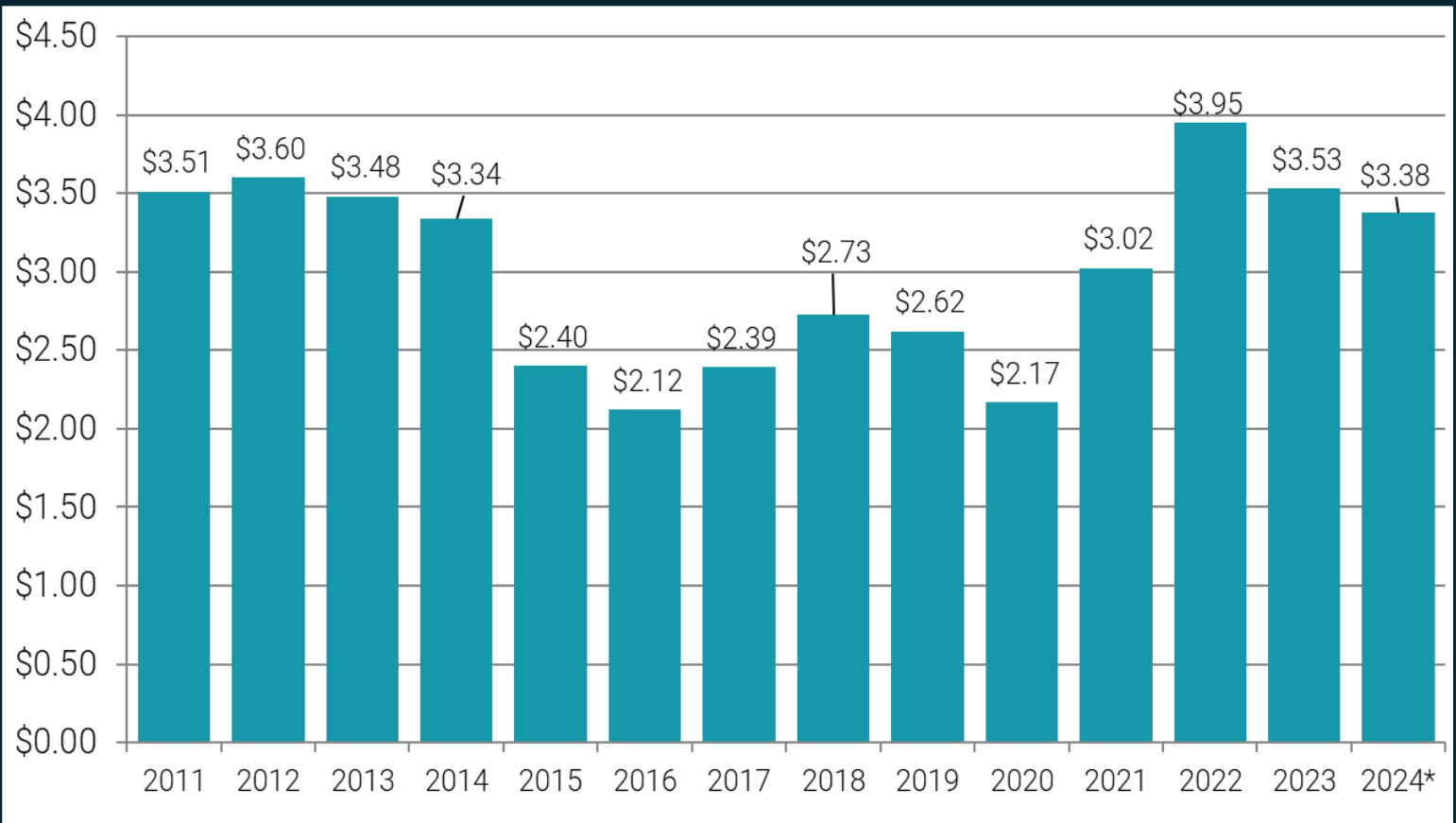
This additional production will only partially offset OPEC’s production cuts, but with a global slowdown in consumption happening as we close 2023, the return of U.S. production to record levels has created downward pressure on oil prices. However, with growth in the global economy expected in 2024, oil prices could rise above our forecast if OPEC+ countries do not respond quickly enough to changing market conditions. If production cuts do not ease by mid-2024, oil prices will come under additional pressure, and could boost gasoline and diesel prices in the second half of the year. On the other hand, as U.S. oil producers take market share from OPEC, there is also a chance the cartel may eventually cave on its policy of tightening, which could lead to lower oil prices in the second half of 2024.

# 2024 Fuel Outlook Commentary

GasBuddy projects that the yearly national average in 2024 will be \$3.38 per gallon. The month of January (2024) will see the lowest prices at an average of \$3.11 per gallon, while May could average around \$3.67 per gallon, with a possibility, albeit brief, that the national average could touch \$4 per gallon.

On a yearly basis, a total of nearly \$447 billion will be spent on gasoline in the United States, down over \$32 billion from the \$479.2 billion spent in 2023. The drop comes as U.S. oil production has largely recovered from Covid lows, and declining risk from Russia’s war on Ukraine. We also expect additional refining capacity improvements to lead to more global supply, keeping refined product prices, such a gasoline and diesel, lower than in 2023.

## Yearly U.S. national average price of gasoline:

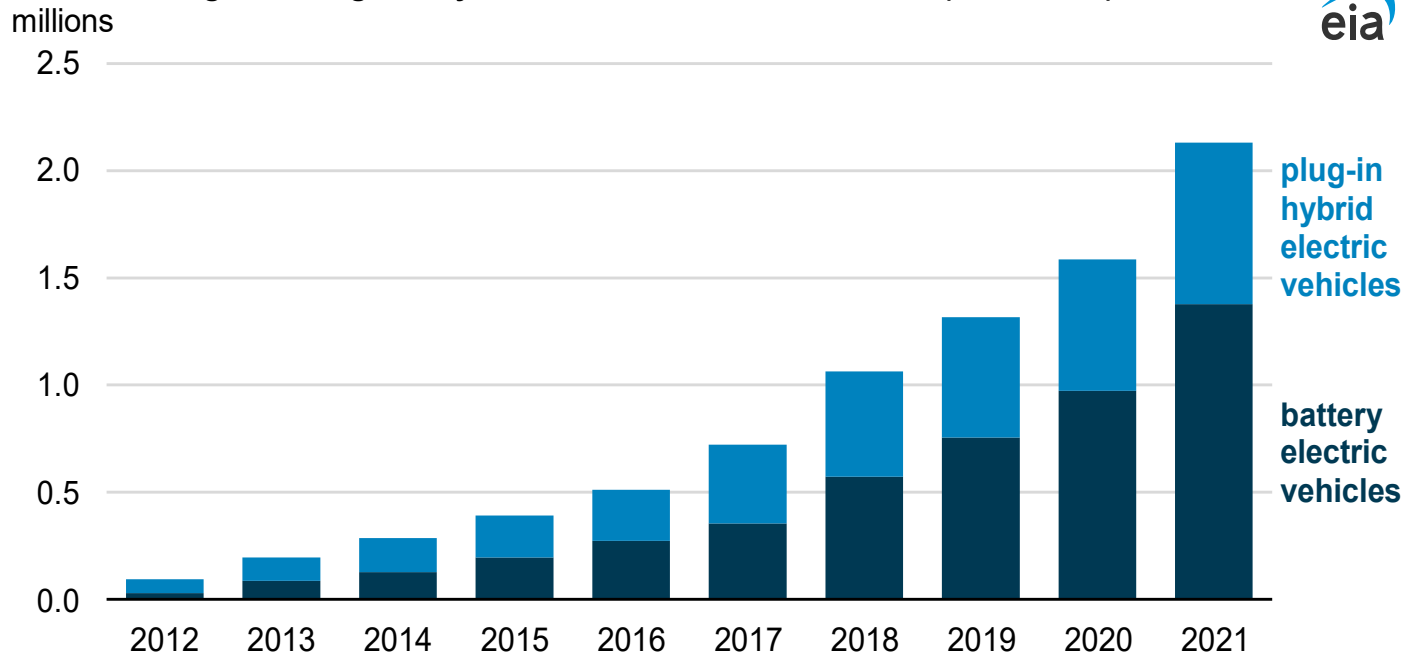


\*Projected

# 2024 EV Transition Outlook Commentary

With consumers likely to experience gasoline and diesel prices that are less elevated than prior years, and with inflation hitting the price of new vehicles, we see the pace of EV transition slowing in 2024 and potentially into 2025. Several EV manufacturers have declared bankruptcy, and with consumers making such a large purchase, the situation may shake their confidence in moving from their ICE vehicle to an EV. In addition, with a major U.S. election in 2024, policy could shift in a significant way,

**Number of registered light-duty electric vehicles, United States (2012–2021)**



potentially causing consumers to slow the pace of trading in their ICE vehicle. EVs have seen a quick surge in adoption, partially thanks to subsidies and tax credits by the Biden administration, but that could instantly and quickly change, should a Republican win the election. In addition, with battery technology likely to improve dramatically in the years ahead, consumers may opt to wait until new solid-state batteries are available or risk a major purchase suddenly losing value due to new technology. In addition, charging infrastructure has been struggling with post-construction reliability. So much funding has been spent on building chargers that little is being invested on maintenance. As many as a quarter of chargers have been seen as out of service at some public charging locations, undermining confidence.

# 2024 EV Transition Outlook Commentary

GasBuddy recently surveyed\* its users on EV ownership and interest, revealing several trends that can inform both consumers' purchase decisions and retailers' investments into EV infrastructure. According to the survey:

**12%**

of GasBuddy users currently own an EV

**13%**

are interested in purchasing an EV

**13%**

said today's gas prices impacted their interest in owning an EV

**17%**

said higher gas prices would make them more interested in owning an EV

**83%**

primarily charge their EV at home

**70%**

are comfortable taking their EV on a road trip

According to a recent [Gallup study](#), about 4% of Americans currently own an EV, and 12% are seriously considering purchasing an EV. Compared to national statistics, the GasBuddy user group shows early and strong adoption. The percentage of GasBuddy users interested in owning an EV increased from 13% to 17% in the scenario of higher gas prices, demonstrating that the cost at the pump plays a key role in EV adoption, but isn't deterring drivers from sticking with their ICE vehicles.

As we look at what's next for the fuel and convenience industry in relation to EVs, the c-store is presented with a huge opportunity, and will continue to play an integral role in our daily lives. The GasBuddy user represents a large portion of the population that is price-conscious when it comes to transportation, and they will remain so even as the energy transition evolves. For retailers, this means that learning to cater to EV drivers as well as traditional fuel consumers will be key over the next 5 to 10 years. Major brands like Circle K, BP, and Shell have already made substantial investments into building EV infrastructure, and many others will likely soon follow suit.

*\*Methodology: Data from a survey of 909 GasBuddy users from December 15-18, 2023.*

# 2024 Forecast Quotes

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*Ahead of a major election, I'm sure there will be a lot of finger-pointing or credit-taking for what's determined not by politicians, but by the fundamentals of economics: supply and demand. The farce of "energy independence" will likely continue, and I'm sure false information on the nation's SPR being empty will multiply. The truth is the U.S. is producing record amounts of crude oil, and the SPR stands half full and is rising. Oil companies continue to raise output, not politicians.*

**- Patrick De Haan, Head of Petroleum Analysis**

*While the imbalances left from Covid and Russia's war on Ukraine haven't completely disappeared, time has acted as a healer, and risk has been reduced as the flow of oil has continued. While new geopolitical situations arise, these two are some of the largest factors we're seen on fuel prices in my career, and I'm hopeful we won't see anything rising to the level that these two did years ago.*

**- Patrick De Haan, Head of Petroleum Analysis**

*While EV's continue to be popular for those with the means to buy them, everyday Americans are worried about the cost, longevity, charging, and improving technology of batteries. These are huge investments to make but, coupled with more affordable liquid fuels in the year ahead and potentially a new administration coming into the White House, we could see a major shift in the speed of the transition to EVs this year.*

**- Patrick De Haan, Head of Petroleum Analysis**

*As 2023 fades away, I'm hopeful those \$5 and \$6 prices for gasoline and diesel will also fade into memory. The global refining picture continues to improve, providing more capacity and peace of mind that record-setting prices will stay away from the pump this year. 2024 will feature some volatility, unexpected outages and disruptions, and potentially weather-related issues, but I do not expect it to feature record prices—anywhere.*

**- Patrick De Haan, Head of Petroleum Analysis**

# About GasBuddy

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GasBuddy is the leading fuel savings platform providing North American drivers with the most ways to save money on gas. GasBuddy has delivered more than \$4 billion in cumulative savings to its users through providing real-time gas price information at 150,000+ stations, offering cash back rewards on purchases with brand partners, and through the Pay with GasBuddy™ fuel card that offers cents-off per gallon at virtually all gas stations across the U.S. As one of the most highly rated apps in the history of the App Store, GasBuddy has been downloaded over 100 million times.

Acquired by [PDI Technologies](#) in 2021, GasBuddy's publishing and software businesses enable the world's leading fuel, convenience, QSR, and CPG companies to shorten the distance between the fueling public and their brands. For more information, visit [www.gasbuddy.com](http://www.gasbuddy.com).

Market-specific and other forecasts are available from GasBuddy for a nominal charge. GasBuddy has provided forecasts for large end-users as well as smaller businesses. Other such forecast or data inquiries can be made via the contact information below.

To sign up to receive weekly gas price updates, alerts, and other GasBuddy updates, email the contact below with your state or city and contact information.

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